PEOPLE'S REPUBLIC OF SOUTHERN YEMEN

The Problems Facing the Emergent State of the People's Republic of Southern Yemen

Ministry of Economy, Commerce and Planning
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INTRODUCTION

The territory now forming the People's Republic of Southern Yemen, previously known to the world as the South Arabian Federation or, perhaps, better known as Aden and its Eastern and Western protectorates, was for a very long time the scene of great commercial activity and competition in which many nations took part. The last of these nations was Britain who occupied Aden in 1839. Since then the people of the territory were subjected to 129 years of foreign domination and exploitation, which completely ignored their national aspirations, and which led to the armed resistance and struggle begun under the National Liberation Front on 14th October, 1963 and ended on 30th November, 1967, when the world community at large hailed the emergence of the new Republic to independence and nationhood.

With the emergence of the People's Republic of Southern Yemen, the first stage of the National Revolution has been achieved. The political and military aspects of foreign domination have ended, and the country has been rid of the internal enemies of the people. The Revolution has also accomplished unity between the hitherto divided eastern and western parts of the country. Artificial barriers have collapsed and true unity has been brought about by the people themselves. Final victory has come as a result of boundless sacrifices by our people and as a culmination of a long, hard and arduous struggle, great in magnitude, far-reaching in consequences and rich in human experience. Hence the sharp awareness that our hard-won freedom must in no way be jeopardized and that the gains of the Revolution should be safeguarded.

The second stage of the Revolution is about to unfold. Our youthful Republic, which forms an integral part of the Arab family of nations, is on the threshold of a new era - that of social transformation and economic reconstruction. The tasks that lie ahead on all fronts are formidable, yet by no means insurmountable. It is with this challenge in mind and with a clarity of vision and objectives that we are determined to forge ahead in order to bring about social justice and achieve economic stability and independence.

Yet in order that our country may cause real development to be triggered off in earnest, it would require, and should acquire, all the economic, financial and technical assistance it can muster. It is with great hope and confidence that we turn to our friends throughout the world with the appeal: give us the tools and we will do the job.

Before embarking on the major needs of the territory in the fields of agriculture, industry and commerce, it is proposed to dwell briefly here on the limited social services available and to indicate the crying need for their development and expansion.

A. Education

In the educational services the schools available at the various levels of education, are as follows:-

Primary	227
Intermediate	37
Secondary	11

Some of the primary schools work on the shift system in order to allow for pupils who cannot be accommodated in the morning to attend in the afternoon. Although it is true to say that nearly all children in the urban parts of the Republic are enabled to attend primary schools, there are various isolated parts in the hinterland where no facilities for primary education are available. Of the pupils who finish the primary school only about 50% are enabled to proceed to the intermediate school, and of these who complete the intermediate stage only about 20% are enabled to follow a secondary school course.

A few of the pupils who successfully complete the secondary school course are awarded scholarships to pursue abroad a post-secondary or university course, because studies at those levels are not available within the territory. The facilities for technical training are either lacking or very limited.

There are a few training centres for men and women teachers, but the facilities and the level of training are inadequate and the qualifications of the teachers at the primary and intermediate schools are therefore generally below the standard required. There is absolutely no local training for secondary school teachers, hence the need to recruit a large number of expatriates for the staffing of these schools.

The school buildings in the rural areas and the equipments and books, in general, are neither adequate in number nor geared to pedagogic requirements and standards.

With all these shortcomings in mind the National Government is more than anxious to meet the growing educational needs of the populations by introducing better and adequate services and facilities as part of the general government policy of reconstruction and development. International assistance towards this end would, of course, be highly appreciated.

B. Health

The country has suffered from a lack of proper medical services throughout the years of colonial rule. In this connection it is sufficient to mention that, according to the latest statistics available, for every one thousand and five hundred citizens there is only one bed and for every thirty three thousand citizens there is one doctor. This situation has worsened with the withdrawal of the British Administration when many expatriates doctors and nurses suddenly left the country without any real justification.

With regards to hospitals, there is only one which is worthy of the name, and which is located in Aden. The other so-called hospitals are few and far between, and their equipment and staff are extremely inadequate. Most villages in the hinterland are not within reasonable reach of these hospitals, and the few scattered dispensaries provided to serve the rural areas are grossly inadequate for their needs. For this reason those who can afford the transport and can survive the difficult journey over the rough and sandy tracks, travel all the way to Aden for proper medical attention.

Although a limited effort has been made to train local doctors, the shortage of medical staff as well as the inadequacy of medical facilities in general, is indeed most painful and calls for early remedial measures that can only be accomplished with the assistance of friendly countries and international agencies.

CHAPTER ONE

AGRICULTURE AND FISHERIES

A. Physical Characteristics.

The People's Republic of Southern Yemen covers an area of approximately 112,000 sq. miles of which only ½% (300,000 acres) is now under cultivation. However, the area of potential agricultural value is estimated to be 1½ million acres. The acreage cultivated varies from year to year depending on the quantity of flood water available during the seasons of early spring and late summer. A limited quantity of water for irrigation is being provided from open wells, tube wells, and perennial springs. Cultivation is confined to the larger wadis and deltas where fertile alluvial silt had been deposited. The remaining area of the Republic is arid and mountainuous. Sparse vegetation, however, supports a considerable number of livestock.

The climate is hot and humid in the coastal areas and continental in the hinterland. During the summer strong and dusty winds prevail in most parts of the Republic. Rainfall is scanty, but substantial showers fall on the mountains in summer.

The alluvial silt in the coastal areas consists of almost equal particles of fine sand and silt with a clay content of less than 10%. In the hinterland the soil is a typical South Yemen (or South Arabian) loam of varying depth. In the coastal areas salinity is confined to the top 60 cm. of the profile. The static water level frequently occurs at 6 to 12 meters, but owing to overwatering of the fields the water table has risen to higher level and has caused salinity in some areas. In the hinterland the static water level occurs at from 12 to 50 meters and is saline in some areas.

The mean maximum temperature in summer is about 35°C and the mean minimum in winter is about 26.6°C.

Table 1 : Rainfall Station Information.

Station	Latitude (N)	Longitude (E)	Elevation (Metres)	Average annual Rainfall (ans).
Sai'un	15°57'	48°47'	600 (approx.)	63.0
Ryan	14°39'	49°21'	27	63.5
Wahidi Meifa'ah	14°11'	47°34'	400 (approx.)	44.0
Mukeiras	13°57'	45°41'	1,800	245.0
Dhala	13°42'	44°44'	1,600	346.4
El-Kod	13°06'	45°22'	20	36.0
Khormaksar	12°50'	45°02'	8 (approx.)	25.0
Beihan Qasab	14°48'	45°43'	1,100 (approx.)	266.4
Taiz *	13°35'	44°00'	1,375	610.0
San'a	15°22'	44°11'	2,350	295.0

* These are included for their contribution in providing flood waters to some areas in the People's Republic of Southern Yemen and for the purpose of comparison.

B. Crops.

The main crops grown in the Republic are cotton, tobacco, vegetables, fruits and cereals such as wheat, serghum, millets and barley.

The cotton grown is of the Sudan's lambert type and is considered to be the main cash crop. However, experiments in the cultivation of other types of cotton are being conducted.

Hooka type tobacco is grown in the coastal areas. The demand for this type of tobacco has been limited and its cultivation can only be expanded within these limits. But experiments in the cultivation of tobaccos which attracts other markets will be conducted.

At present the Republic is almost self-sufficient in most kinds of vegetables; and research on other varieties is continuing. The production of fruit does not come anywhere near our requirements. Citrus fruits growing is being encouraged in the mid-altitude areas of the Republic. Bananas at present are over-produced, and the exportation of surplus quantities has been difficult to arrange due to the lack of handling and marketing facilities.

The main food crops are serghum, wheat, millet, barley and sesame. They are produced in quantities which are inadequate for the needs of the population. The country's requirements are therefore, heavily supplemented by imports. In the meantime, the National Government, through its newly-created machinery for agricultural reforms, is considering the expansion of production of cereals in order to reduce or even eliminate the need for importation.

The Republic is poor in pastures. The production of meat and dairy products is therefore, limited and is far from being adequate. The expansion in the production of livestock and its products could only be achieved by regulating the use of pastures, research in possible development, and adequate funds which are at present, unfortunately, beyond the means of the Republic. As there are no local industries for hides and skins, their trade is essentially orientated to the external market.

C. Irrigation.

With all cultivation being dependant on some form or irrigation, its expansion is only possible by better utilization of existing water resources and finding new ones. So far as additional supplies are concerned, an investigation into ground-water resources covering most of the areas in the Republic has been carried out under the auspices of F.A.O. The conclusions reached are ehat there are large quantities of ground water available in the delta areas which could be used to extend the acreageunder cultivation; and that in the mid-altitude districts there appear to be possibilities of expanding the area of cultivable land by utilizing the available sources of underground water.

As far as spate irrigation is concerned it is certain that there is great scope for improvement and expansion provided that financial and teachnical aid, are available.

D. Agriculture Planning and Development.

With the advent of independence this country was faced with a multitude of agricultural development problems. These problems existed in the past but the short-term and urealistic approach failed to solve them. No proper survey or economic studies of possible development projects was ever made. The socio-economic problems of the farmer were never investigated properly. No attempts were made to bring the country to self-sufficiency in any essential commodity.

The development programme outlined below aims at achieving self-sufficiency in major food crops and raising the standard of living of the farming community. This community was deprived in the past from the comparatively prosperous and high standard of living realized in the urban areas. The practice of share cropping which lead marginal returns for the cultivator, should be terminated and an alternative system introduced to enable the cultivator to get a fair share of the proceeds of the land. Other measures helping to fulfill such objectives would be the following:-

1. Increasing the acreage of crops in cultivable land by the further exploitation of under-ground water supply through drilling, more open and tube-wells, and by the improvement of spate irrigation.

2. Increasing the yield per acre by adopting modern and technical agriculture techniques.

3. The gradual introduction of mechanization in areas where shortage of hand labour results in high costs of production and a low output.

4. The reduction of over-head charges by cultivating more land and encourage the construction of new and the improvement of existing roads.

5. The introduction of new and alternative crops that will ensure more profits to the farmer.

6. The marketing of agricultural products and the re-organization of land tenure within the Republic with a view to establishing a better producer-consumer relationship.

7. The consideration of:

   (a) the establishment of hatchery units, poultry and dairy forms as well as animal feed mixing and milling plants.

   (b) the launching of agricultural training schemes for prospective farmers and personnel.

   (c) the introduction of light agro-industrial projects such as seed-oil mills, leather factories, canning plants etc.

E. FISHERIES

(a) Resources:-

The fishing area extends from Perim Island for a distance of 750 miles, to the east. The Fisheries are confined to the area of the Continental Shelf within the 100 fathom line and are prosecuted up to six miles from the shore, but in general most fishing operations are carried out within the three miles territorial limit. No high seas fishing is carried out by local Arab fishermen. The main methods used in the various fisheries are hand-lining, bottom set shark lines, cast nets, trolling, both surface and bottom set tangle nets, beach seines, round-haulsplash nets and simple unmechanized purse seine nets. The use of basket fish traps is scattered along the coast and the use of hand harpoons in the shark fishery is not uncommon. All fishing methods are manually operated and mechanization of actual fishing operations is undeveloped.

The important commercial fisheries are based on shoals of pelagic fishers including Tunny (Thunnus albacore, Thunnus tonggal and Euthynnus affinis, Sardines (Sardinella sp.), Anchovy (Stolephorus sp.), Kingfish (Scomberomerus commerson), Indian Mackerel (Rastrilliger Kanagurta), a variety of Rock fish (Lenthrinids) and several species of Shark. Development of luxury export produce in the form of marine Crawfish (Palinurus) and Green Turtle (Chelone mydas) has been actively established.

(b) Craft and Gear:-

Along the 750 miles coastline there are approximately 10,500 fishermen, operating 1,900 cannoes (of which 600 are mechanized by outboard engines) and 230 mechanized sambuks. 160 beach seines, 320 round-haul splash nets (heavy), 260 round-haul splash nets (light) and over 400 sets nets, from 35 major fishing stations are used.

(c) Landings:

See attached statistical appendices.

(d) Surveys and Research:-

It is becoming widely accepted internationally that the Gulf of Aden and adjacent Indian Ocean is one of the most productive areas of the world so far largely unexploited, and it is expected that the final results of the Special Fund Fisheries project will unlock much of this vast wealth for the benefit of the economy of the People's Republic of Southern Yemen, in the foreseeable future.

It is hoped that the UNSF/FAO Fisheries Project that commenced in September, 1966 will resume work with the appropriate experts and seconded officials in the near future.

The new Project will enhance the original work of the Department of Fisheries, in providing the answers to many problems which have arisen in the past as a result of exploratory and experimental fishing, and in this way should give a good indication of the stocks of fish available for development to the benefit of the country.

Initial scientific and exploratory cruises were carried out in Gulf of Aden towards the end of 1966. A Laboratory has been established where data collected can be analysed.

The results of these surveys will be presented in a full report to the National Government towards the closure of the Project. This report will also contain advice to potential investors in the fishing industry in order to generate domestic or foreign capital for the development of this resource. The training of Fishermen will also be part of the project, and this will extend the Fishermen's Training School.

Much information has been gathered through practical fishing operations which, on analysis has shown a pattern of the seasonal movements of valuable shoals of fish of different species in these waters. During the course of such investigations a number of problems have arisen the solution to which requires expert biological knowledge and further specialised surveys. It has been shown that there are a number of different age groups amongst the yellow-fin Tuna which have been captured in several areas of the Gulf of Aden.

Research is required into the spawning of these fish and the factors which control their annual migration. The sardine fishery in the eastern part of the coast is subject to seasonal fluctuations. Large commercial firms are interested in the development of the sardine fishery with the object of exporting fish meal to world markets. However, the considerable investment required in plant, vessels and specialist staff can be made when further biological information is obtained and analysed in order to give a more accurate picture of the stocks of fish available for future development.

With the development of the green turtle trade in the last two years there has been a pressing need for thorough survey of the industry and the life history and biology of the green turtle. A tagging programme by an expert from UNEPTA had been initiated and work is being completed in order to establsih turtle farming in the area, so that in the future there will be an assurance of further stocks of turtles to support this aspect of the fishing industry.

F. Development

The expansion in the trade of fisheries will have to be based on the following lines:-

1. The extension of fish sales in the hinterland which largely depend on good communications and the provision of preservation measures. Several Cold Storages in important fishing villages and the establishment of mibile refrigerator units are essential.

2. Presently export of frozen fish from the country is not substantial, but preliminary trials are quite encouraging. The provision of blast freezers and cold storage facilities to ensure regular shipments is of utmost importance. With the facilities of the Aden Port the adequate supplies of frozen fish to visiting ships is another possible scope for marketing such foods.

Larger investments on fish industries in the form of fishmeal, canned fish, especially in the eastern part of the country will depend on modern fishing boats capable of exploiting the promising potential of commercial fishes, and an exploration into new fishing areas beyond the traditional limits as well as the improvement of the port facilities in Mukalla.

STATISTICS 1- ADEN

YEAR 1967

1st Quarter.

IMPORTS Dried Salted Fish		EXPORTS Dried Salted Fish	
Weight in Cwt.	Value in SA£	Weight in Cwt.	Value in SA£
9,476	23,327	37,953	140,941

STATISTICS 2- ADEN

TOTAL WEIGHT AND WHOLESALE VALUE (4 MARKETS)

YEAR 1967

1st Quarter.

Weight in Lbs.	Value in SA£.
1,125,696	63,773

STATISTICS 2 - ADEN

YEAR 1966 - 67

Quarterly:

	IMPORTS Dried Salted Fish		EXPORTS Dried Salted Fish	
	Weight in Cwt.	Value in SA£	Weight in Cwt.	Value in SA£
Apr/June, 66	6,665	27,622	34,337	141,931
Jul/Sep , 66	1,743	6,379	11,303	40,691
Oct/Dec , 66	6,944	23,285	30,882	111,342
Jan/Mar , 67	9,476	23,327	37,953	140,941
Total	24,828	80,623	114,525	434,905

STATISTICS 2 - ADEN

Total Weight and Wholesale Value (4 markets) Fresh.

Year 1966 - 67

Quarterly:

	Weight in Lbs.	Value in SAf.
Apr./Jun. 66	1,441,583	61,604
Jul./Sep. 66	1,360,289	56,251
Oct./Dec. 66	1,250,099	65,196
Jan./Mar. 67	1,125,696	63,773
Total	5,177,667	246,824

Fish Production in Mukalla.

Year 1966 - 67

	Weight in tons.	
Sardines	11,000	
King Fish	1,300	
Shark	2,042	
Tune/Bonito	3,561	
Other Fish	3,527	
Total	21,430	Tons.

CHAPTER TWO

THE PORT OF ADEN

A. Historical Introduction

The British occupied Aden in 1839 for purely imperialistic reasons. Since then the Government of occupation began to plan seriously towards developing it into the most important Port in the Red Sea so as to use it as a naval and commercial base. They were assisted in their efforts by the excellent geographical position and natural harbour of the Port.

To begin with, the British Administration managed the Port as a Government Department in that its income was treated as part of the general revenue. But although shipping movements and commerce in Aden increased following the British occupation, the real boom began after 1880, that is eleven years after the opening of the Suez Canal, when Aden established its supremacy over Djibouti where the French had joined in the imperialistic scramble for power in the Red Sea. In the meantime, the European and Indian mercantile companies established the Chamber of Commerce and demanded the autonomy of the Port. In 1888 an Ordinance to establish the Board of Trustees of the Port of Aden was enacted for the purpose of looking after the interests of those companies which, in actual fact, were foreign monopolies, and so, when the Board of Trustees was composed, representation on it was restricted to the European and Indian communities, and Arab members were not appointed in reasonable number until after 1960.

B. The Board of Trustees

Until the mid 1950s, the Board of Trustees which administered the affairs of the Port mainly reflected the interests of the British and other foreign elements. The first step towards popular representation, which was really taken in implicit recognition of the national revolutionary rumbles echoing the first explosion in Radfan of 1963, appeared as late as 1965 when out of a total of fifteen, seven Arab non-official members were appointed to the Board. Even then the office of the Chairman was retained in British hands until August 1967, when the first Arab Chairman was appointed. It remained, however, abundantly clear that the Colonial Government was never in favour of the principle that the Port belonged to the country as a whole. Instead the appointments to the Board clearly demonstrated the imperialistic attitude that the Port belonged, in the first place, to the users who were none other than the monopolistic foreign shipping companies.

C. The Management and Staff

Until August, 1967, the post of the General Manager remained in British hands, and it was only a few months before the departure of the last British General Manager, who was also acting Chairman, that the key posts in the Administration Section of the Aden Port Trust were Arabised. Indeed the policy of using foreign hands has left the Management with a large number of ordinary clerks who were recruited from abroad and whose posts could have originally been filled locally.

On the technical side, the services had been kept almost 100% British. It was only after the appointment of the first Arab General Manager that non-British Pilots began to be recruited. Since then Pilots from the Middle East have joined the service of the Aden Port Trust on a salary scale much lower than that of British Pilots and with the lesser additional benefits extended to locally-recruited officers of similar status.

D. The Management and the Unions

The Union representing the local employees of the Aden Port Trust has been very active in the political struggle against foreign occupation. It is not surprising, therefore, that the British Management acting in collusion with the High Commissioner's office, was always at loggerheads with the Union. In its failure to come to an understanding with the Union, the British Management in May 1967 ordered the closure of the Port, an action which cost the Aden Port Trust more than £100,000. The damage to the Port in terms of loss of reputation and prestige is difficult to assess, but it must have been considerable.

While opposing all demands made on behalf of locally-recruited staff by their Union, the British Management gave way on all sides to demands made on behalf of the British staff by their Union, notwithstanding the highly expensive additional benefits already enjoyed by them. The reason given by the British Management for this preferential treatment was the need to induce British personnel to remain in the service of the Trust during the difficult political times through which the country was passing. Generous new contracts were made and the whole exercise was geared, in fact, to paying the British personnel concerned benefits which they could not have otherwise obtained. Indeed, in spite of this terrific inducement exercise, very few of the British personnel remained, and had it not been for the slack business in the Port arising from the closure of the Suez Canal, the Trust would have faced the same situation as the Suez Canal Authority did following the nationalisation of the Canal when the British and French Pilots suddenly left its service.

It is most gratifying to note that since its Arabisation the relationship between the Management and the Union representing the local employees has vastly improved and many of the outstanding matters under dispute have since been cleared.

E. Training for Arabization

In keeping with the traditional policy of the Colonial regime, it took the Aden Port Trust about 70 years to embark upon any training schemes for the Arabization of its administrative and technical services in the senior grades. This rather belated effort has since led to the Arabization of some of the senior administrative posts like that of the Chief Accountant, but the technical posts in the Engineering and Pilotage Departments will take another 15 years to be completely Arabized.

F. The Finance of the Aden Port Trust

In the appendix to this Chapter, Table 1 shows the Recurrent Revenue for 12 years while Table 2 shows the Recurrent Expenditure during the same period. Any surplus of revenue over expenditure is transferred to a Reserve Fund which is utilised for development projects or large maintenance schemes. Table 3 reflects the transfer of Reserve Fund for the last 5 years while Table 4 reflects the expenditure from such fund during the same period. The revenue of the Aden Port Trust is mainly derived from (a) fees charged for the berthing and navigation of ships using the harbour, (b) rates paid by the Oil Companies using the harbour for the bunkering of ships, (c) tolls, wharfage and other fees on goods landed, and (d) the rent of property belonging to or vested in the Aden Port Trust.

As a result of the Israeli aggression on the Suez Canal during June 1967, the number of ships using the Port of Aden declined from an average of 500 to that of 100 per month. This reduction in traffic has led and will continue to lead to a reduction of income from all the various sources of revenue shown above, and the estimated loss of revenue to the Aden Port Trust resulting therefrom is about £1,000,000, to be drawn from its Reserve Fund of about £2,000,000 by the 31st March, 1968. Should the Suez Canal remain closed well beyond this date, the Aden Port Trust would find it necessary to draw upon the balance of its Reserve Fund during the financial year 1968/69 in order to meet its Recurrent Expenditure only. Thus there would be no funds left for its deferred development projects of:-

a) Bumboat Harbour.

b) Extension of Quays in the Maalla Wharf area.

c) Extension of Pilot Bunder facilities.

d) Construction of sheds for goods in transit.

e) Passenger Terminal.

f) Replacement programme of boats, cranes etc.

g) Dredging.

While it is true to say that the Aden Port Trust has not taken any foreign loan for its development schemes since its inception in 1888, it should be noted that it took the Trust working under the British Administration, about 70 years to embark upon any major schemes of construction and expansion such as the extensive reclamation and construction of wharves accomplished in the 1950s.

It is also true to say that while the Aden Port Trust has managed to rely on its own resources for the development of the Port, it has made no direct contribution to the development programme for which the country stood in sore need, and had therefore to seek foreign aid or loans. Had the reserve fund accumulated by the Aden Port Trust been utilised for the development of the country as a whole, the Colonial Government, who stood to gain most from the Port would have found it necessary to provide the funds required for its development from British resources. In this connection it is worth mentioning that British commerce also stood to gain a great deal from the activities of the Aden Port Trust because of the policy laid down for the Board of Trustees to buy British products only for its works, as a result of which it is even now necessary to continue to buy British in order to provide the spare parts necessary for the maintenance of British machinery.

G. Mooring, Wharfing and Cargo-Handling

Being mainly a bunkering Port, Aden has developed no deep-water quays for the alongside berthing of vessels except for sailing craft of the type known as dhows and small coasters of less than 18 feet draught. Larger ships using the harbour for bunkering are moored to buoys or to insular berths of the type known as dolphins. Such ships usually carry cargo destined for distribution in Aden and its hinterland or for transhipment to other Ports. These goods are discharged into lighters and transported to wharves where they are delivered to the consignees or stored in special sheds for transit.

Some of the wharves used for the handling of cargo belong to the Aden Port Trust, while the rest are private wharves on rent to shipping companies using the Port. Before the goods are delivered to the consignees concerned, they are made to pay the shipping companies for the cargo-handling of goods from the steamer to the wharf. In addition, they are made to pay the shipping companies or the Port Trust, as the case may be, for the use of their wharves. Further they are made to pay a toll to the Aden Port Trust for all goods landed. This rather complicated system has often been misunderstood and resented by the consignees. It has also been the subject of criticism by experts who have recommended a rationalized and simplified charge instead. These experts have also recommended that the handling of cargo should be taken over either completely by the Aden Port Trust or be made the subject of a cargo-handling contract whereby the shipping companies would continue to handle the cargo but only as contractors to the Aden Port Trust, who would then fix the charge to be paid by the consignee. Yet the monopoly for cargo-handling by the shipping companies continues. Since the breaking of this monopoly might lead not only to a rationalized but most probably also a reduced charge which would ultimately lighten the burden of the ordinary consumer, and since it might also lead to an increase in the revenue of the Aden Port Trust, the problem of cargo-handling will shortly be dealt with by the National Government.

H. Development

It is only fair to recognize that the utilization of the surplus fund of the Aden Port Trust for the development of the Port made it possible to accomplish important works like dredging, reclamation, the extension of wharves and the introduction of dolphin berths. More could have been accomplished, however, had it not been for some wasteful expenditure of large sums of money. No development works were embarked upon that could have been of long-term benefit to the industrial growth of the country such as dredging in the north side of the harbour and the building of deep-water quays for the alongside berthing of steamers. Like industrialization itself such development has been left as a challenge to the National Government which,

because of the empty coffers of the State, also inherited from the Colonial regime, will not be able to meet it without substantial aid from friendly countries and international organizations.

I. Conclusions

From the foregoing it should be evident that before it was taken over by the National Government, the Port of Aden had been drained of the greatest part of its reserves and resources in the interests of British economy of which Aden was considered to be an integral part. It should also be equally evident that special efforts will have to be made not only to counteract the effects of the inefficiency, wastage and monopoly of the past, but also to obtain as much financial and technical aid as possible if the Port is to be equipped to render the necessary services to world shipping and trade following the re-opening of the Suez Canal.

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TABLE 1.

Table of Revenue for the period 1956/57 - 1967/68

Y e a r	Recurrent		Other Sources SA£	Total SA£
	Wharves SA£	Port Dept. SA£		
1956/57	365,133	301,773	68,516	735,422
1957/58	436,019	474,463	654,518	1,565,000
1958/59	546,238	607,491	176,560	1,330,289
1959/60	714,067	547,510	77,349	1,338,926
1960/61	768,894	604,050	93,156	1,466,100
1961/62	847,660	601,122	93,918	1,542,700
1962/63	899,672	602,573	101,480	1,603,725
1963/64	987,324	650,702	143,848	1,781,874
1964/65	1,153,579	659,007	217,907	2,030,493
1965/66	1,039,860	559,990	138,219	1,738,069
1966/67	1,067,661	637,980	144,863	1,850,504
1967/68	-	-	-	800,000 *
Total	8,826,107	6,246,661	1,910,334	17,783,102

* estimated.

TABLE 2.

Table of Expenditure for the period 1956/57 - 1967/68

Y e a r	Personal Emoluments SA£	Other Charges SA£	Special Works SA£	Total SA£
1956/57	308,123	224,507	7,134	539,764
1957/58	358,240	302,876	20,838	681,954
1958/59	390,428	307,728	12,827	710,983
1959/60	427,010	400,962	20,571	848,543
1960/61	440,725	375,761	30,643	847,129
1961/62	486,116	501,620	43,616	1,031,352
1962/63	543,271	442,158	18,562	1,003,991
1963/64	545,694	417,158	20,569	983,421
1964/65	575,182	496,018	50,774	1,121,974
1965/66	676,131	672,526	22,557	1,371,214
1966/67	727,343	552,860	14,246	1,294,449
1967/68	-	-	-	1,500,000 ※
Total	5,478,263	4,694,174	262,337	11,934,774

※ estimated.

TABLE 3.

Table of Transfers to Funds for the Period 1962/63 - 1966/67.

Year	Depreciation & Renewals Fund S.A.£.	Capital Works S.A.£.	Dredging Fund S.A.£.	Marine Risk Insurance Fund S.A.£.	Total S.A.£.
1962/63	50,000	180,000	100,000	25,000	355,000
1963/64	50,000	300,000	100,000	10,000	460,000
1964/65	175,000	500,000	100,000	10,000	785,000
1965/66	100,000	300,000	100,000	10,000	510,000
1966/67	100,000	100,000	150,000	45,000	395,000
TOTAL	475,000	1,380,000	550,000	100,000	2,505,000

TABLE 4.

Table of Actual Expenditure for the period 1962/63 - 1966/67

Year	Depreciation & Renewals Fund S.A.£.	Capital Works S.A.£.	Dredging Fund S.A.£.	Marine Risk Insurance Fund S.A.£.	Total S.A.£.
1962/63	145,515	126,146	-	-	271,661
1963/64	83,730	650,832	-	-	734,562
1964/65	140,667	525,012	-	-	665,679
1965/66	49,774	119,153	-	-	168,927
1966/67	90,019	115,984	-	7,551	213,554
TOTAL	509,705	1,537,127	-	7,551	2,054,383

CHAPTER THREE

FOREIGN TRADE

Total Trade

During 1966, the value of total trade of the Ex-Federation declined to SA£169.8 million compared with SA£174.4 million in 1965.

TABLE A

Value of Imports and Exports
(S.A.Dinars million)

Year	Imports C.I.F.	Exports-Re-exports F.O.B.	Total Trade
1963	97.0	69.6	166.6
1964	106.1	74.3	180.4
1965	107.6	66.8	174.4
1966	101.9	67.9	169.8

The import values comprise a substantial percentage of petroleum products and related materials which together with bunkering fuel form from a still larger percentage of exports. The Tables below show the relation of these items to those of the general merchandise items of food, tobacco, raw materials, machinery and manufactured goods.

TABLE B

I - IMPORTS

	1963		1964		1965		1966	
	Value SA£ Million	%	Value SA£ Million	%	Value SA£ Million	%	Value SA£ Million	%
Petroleum Products	42.3	43.7	44.6	42.0	41.8	40.0	39.5	38.8
General Merchandise	54.7	56.3	61.5	58.0	65.8	60.0	62.4	61.2

II - EXPORTS

	1963		1964		1965		1966	
	Value SA£ Million	%	Value SA£ Million	%	Value SA£ Million	%	Value SA£ Million	%
Petroleum Products	30.2	43.5	31.2	42.0	31.3	46.9	30.9	45.5
Ships Bunkering	23.6	33.9	24.3	32.7	20.3	30.4	22.3	32.5
General Merchandise	15.8	22.6	18.8	25.3	15.1	20.7	14.7	21.7

During 1966, the direction of trade continued much as before but the main countries with which trade is conducted (see table at the end of this section) being United Kingdom with 11.8% of imports and 22.3% of exports compared to 11.1% and 21.2% respectively in 1965. Trade with Japan fluctuated, imports rising from 11.2% to 11.6% and exports decreasing from 5.3% to 4%. Imports from Yemen decreasedfrom 2.2% to 2% and exports from 6.9% to 5.9% for the years 1965 and 1966 respectively. Imports from India declined from 4.2% in 1965 to 3.8% in 1966, and exports from 0.9% to 0.2%.

As before, the main imports were manufactured goods, machinery and vehicles, food, tobacco and textiles together with the processing of crude oil and the re-export of the refined product, skins and hides. There was a decrease in the amount of coffee, sugar, rice and tea. Although the amount of hides increased the figures for skins fell sharply. In the textile trade, an important decrease was noted in both white cotton and prints and an appreciable increase in rayon-piece goods. The imports of watches, radio sets and cameras decreased; this is due to a reduced demand from tourists.

On the export side the decreases are attributable to main commodities. Re-export of sugar, coffee, rice, wheat, flour and tea decreased. Hide and sheepskins showed a good increase, but goatskins declined. Raw cotton seed export fell considerably. The salt export nose greatly. The export of piece goods increased sharply. The increased re-exports is mainly due to demand for fuel oil.

The normal method of distribution of goods in the South Yemen takes several forms. There are a number of big agency houses dealing in multiple lines of supplies which import in bulk and sell onward to wholesalers and/or retailors. There are smaller importers who are themselves wholesalers and deal in a few specific commodities and who sell onward generally to retailors, although some, in addition, maintain retail business of their own as a main outlet. Finally,there are a number of importing retailors who act as the sole retail outlet. While the European business tend to be concentrated in the agency firms group, local and foreign traders are generally spread over all types of business. Commerce is financed in all the forms customary to an international trading centre and there are ample banking and insurance facilities available in Aden for commercial purposes.

It is well known that Aden relies for its commercial importance on its being a free port. It is generally held that the Port should remain free, and that protective tariffs should be introduced only if they are absolutely essential to the growth of national industries and provided that they are not extended to goods forming the bulk of the tourist trade.

DIRECTION OF TRADE

Place indicates the position of the main countries with which the Ex-Federation conducted trade. The % means that of total trade excluding countries whose trade is almost entirely in petroleum products.

	1963		1964		1965		1966	
	%	Place	%	Place	%	Place	%	Place
United Kingdom	13.6	1	12.2	1	14.9	1	15.8	1
Eastern Aden Protectorate	1.3	11	1.3	12	1.3	9	1.0	12
Japan	7.8	2	8.6	2	8.9	2	8.5	2
Yemen	3.6	3	4.4	3	4.0	3	3.5	4
Singapore	1.3	11	0.4	17	0.9	12	1.1	11
India	3.4	4	3.6	4	2.9	5	2.3	6
Italy	1.7	8	2.2	6	2.3	6	2.0	7
Somalia Republic	2.1	6	2.1	7	1.7	8	1.7	9
Australia	2.4	5	3	5	3.0	4	4.1	3
Saudi Arabia	1.3	11	1.1	15	1.3	9	1.0	12
Ethiopia	1.4	10	1.0	14	0.6	14	0.7	15
German Federal Republic	1.5	9	1.7	10	1.8	7	1.9	8
Netherlands	2.0	7	1.8	9	1.7	8	1.7	9
Switzerland	0.9	14	1.0	14	0.8	13	0.6	16
Turkey	-	-	-	-	0.04	16	-	18
U.S.A.	1.3	11	1.4	11	1.3	9	0.4	17
Kenya	0.9	14	0.6	16	0.5	15	0.9	13
France	0.9	15	1.0	14	1.0	11	0.8	14
South Africa Republic .	1.0	13	2.0	8	1.7	8	2.5	5
Pakistan	1.0	13	1.3	13	0.9	12	0.8	14
Hong Kong	1.1	12	1.1	13	1.2	10	1.3	10
French Somaliland	0.8	14	0.8	15	1.3	9	1.3	10

CHAPTER FOUR

INDUSTRY

1. GENERAL

With the exception of the salt industry, industrial activity in Southern Yemen originated immediately after the Second World War when small-scale industry in the consumer sector was introduced into Aden.

In the early fifties the British Petroleum Company decided to set up an oil refinery in Aden that was the first big foreign investment in the area. Though the installation of the B.P. Refinery led to speculation that other industries might be established, there was little industrial activity in Southern Yemen during the last decade.

2. EXISTING INDUSTRIES

Apart from the oil refinery, there is at present little manufacturing activity in the Southern Yemen. There is also a substantial construction industry mainly concerned with the building dwelling houses. Finally, there are a number of small engineering works. All the existing industries are located in Aden and with the exception of the refinery (British) and the salt works (Indian) most of the manufacturing industries are controlled by local interests. Handicrafts are mainly situated in the rural areas.

The contribution of the industrial sector including construction and building to the Gross Domestic Product which is estimated to have reached nearly £70 million in 1965, is approximatively £15 million or about 20%. This sector provides about 7% of the total employment in Aden.

(a) The oil refinery

Up to 1954, almost all refined products had to be imported. The construction of the refinery in 1952-54 radically altered the picture and at present imports of oil products are only marginal, about 10% of total imports of oil.

The refinery which is owned and operated by the British Petroleum cost £45 million and refines crude oil brought from the oil fields of Iran and the Arabian Gulf. The actual annual output is of about 7 million tons but the real capacity reaches 8 million tons. About 37% of the fuel is sold usually on a long term basis to shipping companies at special prices. The greater part of the output i.e. 60% is, however, re-exported. The domestic market absorbs only a small fraction of the production, about 3%.

The refinery accounts for 10% of the G.D.P., 20% of the employed workers in industry and building sector and 60% of export earnings. Both the output and the exports are seriously affected by the closure of the Suez Canal.

(b) Construction and building

This sector constitutes the second most important industrial activity providing about 7% of the G.D.P. and 50% of employment in the manufacturing field.

During the last decade, many people invested their earnings in housing but such speculative investments bacame less profitable with the rapid changes in the economic and political conditions. As such, since 1966 construction and building industry has been faced with serious difficulties. These problems have been intensified by the closure of the British base and the departure of the forces.

(c) Other industries

Small scale industries which include soft drinks, tiles and cement blocks, furniture, salt works, coastal sailing craft building and ship repairing industry, represent the third industrial activity providing 30% of manufacturing employment and producing about £1 million or 1% of the G.D.P. The Salt works which are considered a traditional industry in the country, have contracted very considerably because of the loss of their markets abroad, and only one of the four factories is now in production. The potential production of this factory is about 100,000 tons per annum

In short, the existing industries are of two categories. The first one comprises the various small scale and relatively insignificant industries consisting of consumer producing industries and working mainly for local markets. The other,namely the oil refinery, is oriented towards foreign markets and is not sufficiently integrated into the economy of the country.

3. HINDRANCES TO INDUSTRIAL DEVELOPMENT

There are several factors which impeded the establishment and growth of industry in Southern Yemen

(a) Government Policy

A major impedement to industrial development in the past was the absence of any definite Government Policy. Every information that was required by an investor had to be got piece meal from various Government departments which proved to be an extremely laborious task. In other words, there was no single department or institution responsible for providing all the necessary information required by a potential investor, notwithstanding the fact that there was an Industrial Development Board that could have been assigned this function.

(b) Free Port status

The free port status of Aden has been also a major hindrance to industrial development. With its free port facilities, trade was following in all directions. Dumping of goods from other countries was prevalent. Therefore, as there were no import duties except for a few items, it was cheaper to import goods rather than to manufacture them. Hence the need for protective tariffs in future.

(c) Industrial tradition

It must be admitted that there is a lack of industrial tradition aggrevated by a mentality which was largely dominated by a belief in trade, real estate holdings and business engagements which promise a rapid turn-over and quick profit.

(d) Capital

Paucity of savings and shyness of capital slackened the pace of industrial development. On the other hand, foreign banks have been hesitant in the past to provide capital for industrial development because their operations as exchange banks or branch offices were not oriented toward development finance for industries. In brief, they were not interested in long-term financing.

(e) Technical skills

A serious handicap to industrial development has been the shortage of trained skilled workers in the various fields of industry. Training facilities were not available and no encouragement as such was given to the development skills during the Colonial rule.

From the foregoing, it is apparent that several factors impeded the growth of industrial development which could have been overcome had the Colonial Government made a slight effort in this direction.

Realising the difficult economic conditions within the country, the National Government is solemnly determined to resolve the problem confronting the development of industries which are of vital importance to the national economy.

4. REASONS FOR INDUSTRIALIZATION

Because of the reduced pace of economic activity, and the refusal of the British Government to honour its previous commitments towards Southern Yemen, the country is now passing through a difficult phase. The present hard conditions are aggrevated by the unemployment problem.

The National Government is conscious of these difficulties and is determined to remedy the situation and lay a sound basis for economic growth. The main task of this remedy would be the transformation of the economy from its present dependance upon U.K. grants to reliance on manufacturing industry and developed agriculture.

(a) Need for creating employment opportunities

By the end of 1967, some 25,000 workers in Aden only had lost their jobs, and, consequently, their means of subsistance as a result of the closure of the British Base. They have augmented the ranks of the unemployed in the urban areas. The rural areas suffer also from a disguised form of unemployment which is of a continuous character. The National Government has inherited this massive increase of unemployment from the Colonial power which cared little about the future fate of the unemployed workers.

The economy in its present state cannot adequately absorb the unemployed. Therefore, it is imperative for the National Government to speed up labour-intensive projects in order to absorb the unemployed, to employ the growing labour force and to develop new economic sectors. Because manufacturing appears to hold the most promising field of expanding employment opportunities and raising income levels, the industrial sector receives most of the Government's attention.

(b) Necessity for diversification of the economy

At present, agriculture is the most important sector of the economy as far as employment is concerned. About 75% of the population is engaged in this sector which contributes only about 8% of the G.D.P. Therefore, the creation of industries will diversify the production and will be a contributing factor towards economic stability and will also strengthen the basis for a balanced budget.

The possibilities of industries whose products would replace imported items, seem to be good in view of the availability of various raw materials, such as agricultural products, fishery and other natural resources. There are also other possibilities of finding mineral resources and particularly oil, the exploitation of which would result in increased export earnings and an expanded national income. Industries depending on imported raw materials would also be encouraged when economically feasible.

In conclusion, industrialization should not be regarded as an end in itself, but a means to give further stability to the economy.

5. GOVERNMENT POLICY ON INDUSTRIALIZATION

In initiating the development of industries, it is evident that the country would be embarking on a new road in which it lacks experience both in technical and administrative aspects involved. With the attainment of independence and political stability, the investment climate has considerably improved and so has the awareness of the need for overall promotional efforts and research.

The Government intends to encourage private investment, and start a public sector. In industry, this would be supported by a suitable legislation providing for industrial incentive. The Government would also help to locate industrial opportunities and guide private investors to them. It would, therefore, play its most constructive role by backing private initiative in investing in productive ventures.

A considerably expanded rate of investment is needed in the Southern Yemen to permit an effective programme of economic growth. The need for foreign loans and investment from friendly countries for financing development is great.

Industrial development in Southern Yemen could be achieved in partnership with foreign collaborators so that the maximum advantage could be obtained of their technical know-how and experience in the various fields of the industry.

The Government would be ready to accept willingly and without any discrimination any aid presented from friendly countries, provided that it did not carry any conditions which could be harmful to the national interests and prestige.

As technical assistance is essential for the foundation and growth of a sound economic structure, measures would be taken to provide the necessary training facilities for selected personnel and students in either locally or abroad through the agency and assistance of friendly countries and international organization.

Finally, the Government of the People's Republic of Southern Yemen is giving serious consideration to the establishment of a financial institution which would perform a valuable function by identifing promising fields for investment and helping to bring together the factors of production. By becoming an active and important element in the country's capital market such organization could help to mobilise domestic savings and in combination with technical know-how, channel them into productive activities. At the same time it could become a channel through which foreign and international capital and skills would flow into the national economy, reaching enterprises too small to be able alone to attract foreign capital and technology.

CHAPTER FIVE

ECONOMY AND FINANCE

The People's Republic of Southern Yemen has inherited a very deteriorating economy - which was a service economy - in the main based on the British presence and particularly the Base in the Aden area, and a largely undeveloped hinterland, i.e. the former Aden Protectorates. The magnitude of the dependance of the People's Republic of Southern Yemen's economy on The British expenditure could be gathered from the following Gross Domestic Product table.

Table 1.

Gross Domestic Product - by Sector - 1965

	£(m)	
Agriculture and Fisheries	6	
Manufacture		
Oil Refinery	7	
Other (including electricity generating)	3	
Construction		
Services	3	
Other	2	
Wholesale and Retail trade	13	
Tourism	0.5	
Financial Services	1.5	
Grant	10	
U.K. Services and M.P.B.W.	4.5	
Ownership of dwellings	4	
Personal Services	7	
Transport and Communications		
Port - including bunkering	6.5	
Other	1	
Total	69	G.D.P.
Hadramaut	7	
TOTAL	76	

The Gross Domestic Product in respect of the defunct Federation - which includes Aden State - for the year 1965 is 69-million. The total Gross Domestic Product for Hadramaut - which was not part of the Federation- is estimated at £7-million. Therefore, the total People's Republic of Southern Yemen Gross Domestic Product for 1965 is equal to £76-million which gives a per capita income of approximately £50 based on a total population of one and a half million.

The main items of expenditure generating income in the People's Republic of Southern Yemen come from Government and the British Base. When it is realised that most of Government expenditure is financed by British aid, then it is estimated that the British presence and aid to Government generated directly about 37% of the Gross Domestic Product and about 15% as an indirect effect. This means that the U.K. Government expenditure accounted directly and indirectly for over a half of the Gross Domestic Product.

With the closure of the Base and the reduction of British aid the taxable income will be considerably reduced and the Government local revenue from taxation will certainly fall. The 1966/67 and the 1967/68 figures for local revenue show as compared below the actual decline in the public income:

Table 2.

Local Revenue	Total
1966/67	£10,079,882
1967/68	8,905,310
	£ 1,174,572

The fall in local revenue, as shown, is over £1m.

Undoubtedly such economic factors will place a very great burden not only on the private sector but also on the Government, especially in the field of public finance and the budgetary position.

The general inherited budget of the People's Republic of Southern Yemen is appallingly dependant on British aid. The U.K. Government used to meet about two-thirds of the total budgetary expenditure of all territories now part of the People's Republic of Southern Yemen. The following table of actual expenditure, military expenditure, actual revenue and British aid for the years 1963/64 to 1967/68 in respect of the Ex-Federation and other Ex-States, shows clearly that the average aid for the past five years is about 60% of the total budget.

The share of the military in the former Federation's budget is showing a gradual increase over the years in question and constitutes about 50% of the total budget. The great increase in military expenditure from approx. £9m. in 1966/67 to approx. £14m. in 1967/68 is quite appalling, and constitutes a great burden on the new Government, especially when the total budget is relatively small and the balance for administration and rudimentary social services is insufficient for the needs of the Republic since it is also shouldering responsibilities over the expanded territories within its legal boundaries.

Table 3.

Year	Total Actual Expenditure	Military Expenditure	Actual Local Revenue	British Aid
	£	£	£	£
Ex-Federation.				
1963/64	8,238,981	3,623,316	3,363,697	4,875,284
1964/65	10,779,376	5,148,597	3,695,743	7,083,633
1965/66	13,730,512	6,147,052	4,133,565	9,596,947
1966/67	17,220,086	8,984,048	4,372,576	12,847,510
1967/68	25,168,117	13,893,458	4,803,700 (Estimated)	20,364,417
	75,137,072	37,796,471	20,369,281	54,767,791
Ex-States (Including Aden).				
1963/64	6,550,480		5,006,372	1,964,419
1964/65	7,107,278		5,030,314	1,816,188
1965/66	7,707,840		5,626,275	1,935,973
1966/67	8,632,312		5,713,996	2,327,828
1967/68	7,866,730		4,114,476	2,508,493
	37,864,640		25,491,433	10,552,901

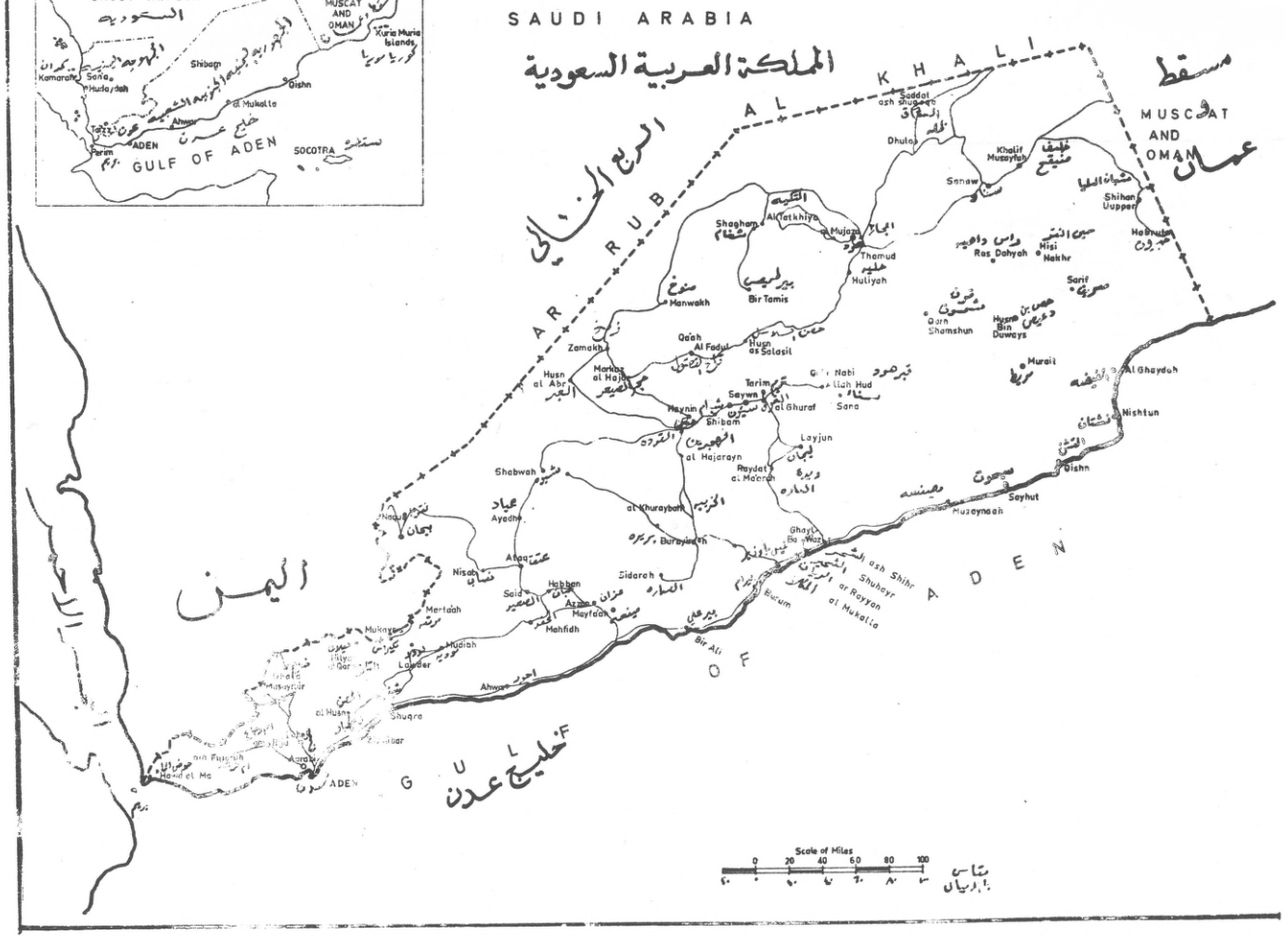
The nature of the problem.

From the general budgetary analysis, it is quite clear that the People's Republic of Southern Yemen is in a financial predicament. The general economic situation and its previous dependance on the British presence make sufficient remedial action by the Government almost impossible in the immediate future. This is especially so since the Government finance itself was based on British aid, and the problem is greater when the military takes a big share of Government expenditure, while the rest is not sufficient for the simple administrative machinery and the rudimentary social services. If aid for the budget is not continued at least at the same rate, then the situation will be serious especially when, as is shown, the taxable income is being depressed. However greatly the taxation potential is mobilised, the budgetary deficit will still be considerable.

All this, of course, limits the Government's actions in the field of development and in correcting remedial policies to re-orientate the economy to the present conditions and the hard economic facts.

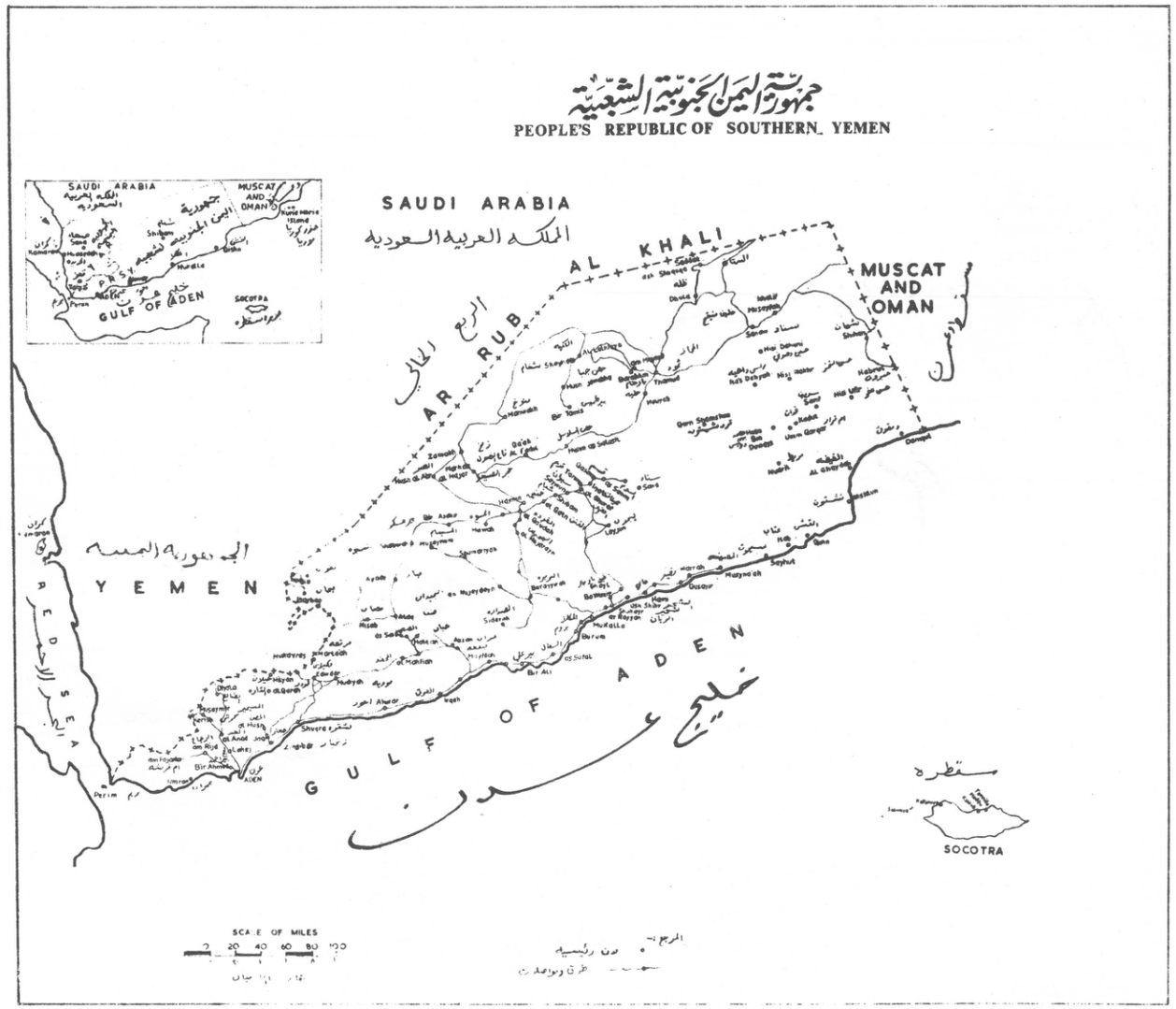
الجمهورية اليمنية الجنوبية الشعبية

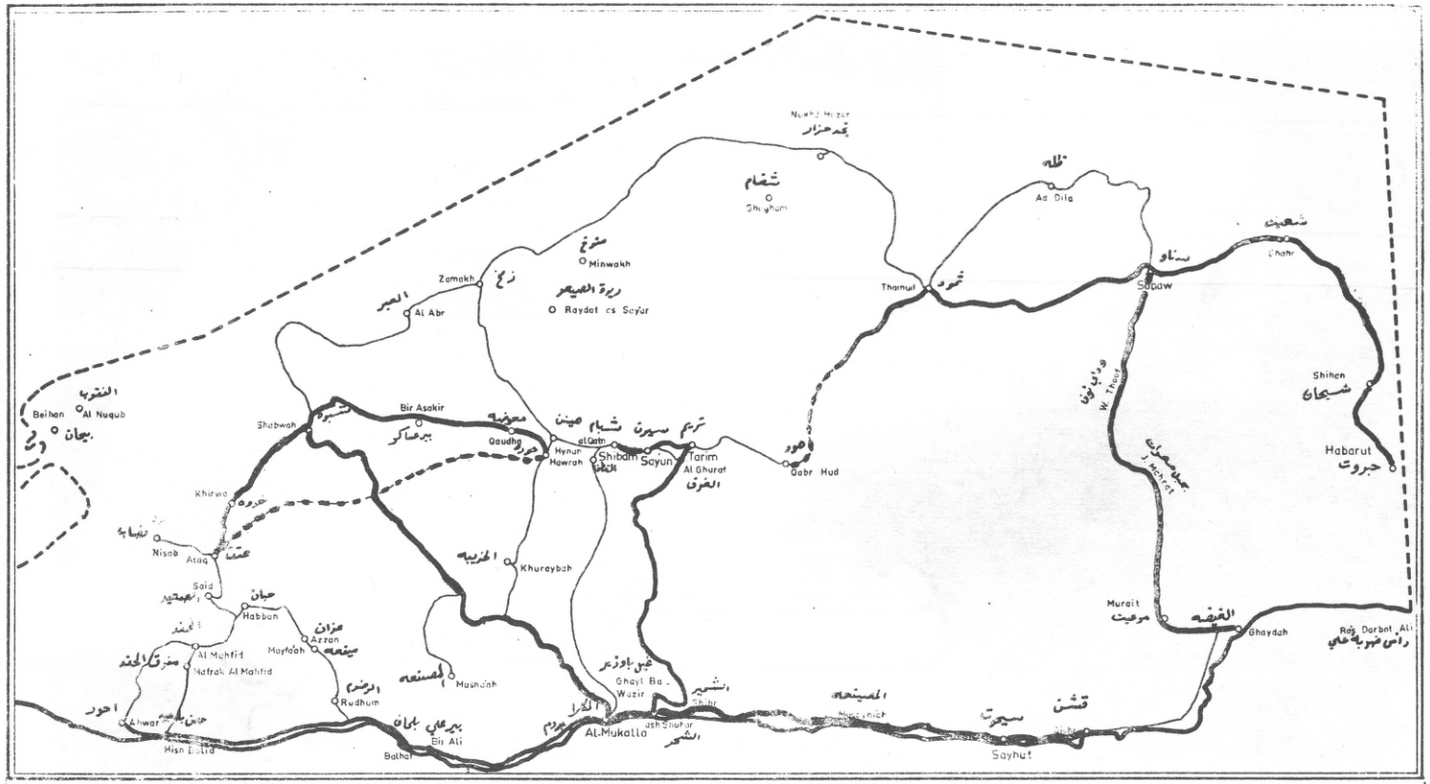
PEOPLE'S REPUBLIC OF SOUTHERN YEMEN



المسافة بالأميال

ADEN	TO	AM FAJARAH	— 58	MILE
"	TO	LAHEJ	— 17	"
LAHEJ	TO	DALAH	— 58	"
"	TO	MAYSAMER	— 35	"
MAYSAMER	TO	KERISH	— 16 3/4	"
ADEN	TO	ZINJIBAR	— 35	"
ZINJIBAR	TO	AL-HUSIN	— 16	"
"	TO	SHUORA	— 29	"
SHUORA	TO	LAWDER	— 43 1/2	"
LAWDER	TO	MUKYRAS	— 17	"
SHUQRA	TO	MUDIYAH	— 55	"
MUDIYAH	TO	AL-MAHFID	— 63	"
AL-MAHFID	TO	AS-SAID	— 41	"
"	TO	AZZAN	— 47 1/2	"
AS-SAID	TO	ATAQ	— 16	"
ATAQ	TO	NISAB	— 24	"
NISAB	TO	BEIHAN	— 90	"
SHUORA	TO	AHWAR	— 73	"
AHWAR	TO	AL-MAHFID	— 52	"
"	TO	BIR ALI	— 120	"
BIR ALI	TO	MUKALLA	— 70	"
MUKALLA	TO	ASH-SHIHR	— 41	"
ASH-SHIHR	TO	MUSAYNA'AH	— 65	"
MUSAYNA'AH	TO	SAYHUT	— 36	"
AL-QAUDAH	TO	SHABWAH	— 142	"
SHABWAH	TO	ATAQ	— 62 1/2	"
AL-QAUDAH	TO	ZAMAKH	— 74 3/4	"
ZAMAKH	TO	HUSIN AL ABR	— 30	"
"	TO	AL-LATKHIYA	— 185 3/4	"
AL-LATKHIYA	TO	BIR TAMIS	— 51 1/2	"
"	TO	THAMUD	— 94 3/4	"
THAMUD	TO	AL-MUJAZA	— 23 3/4	"
"	TO	MARKAZ AL HAJAR	193 1/2	"


جمهورية اليمن الجنوبية الشعبية
PEOPLE'S REPUBLIC OF SOUTHERN YEMEN
SAUDI ARABIA
المملكة العربية السعودية
AR RUB AL KHALI
الربع الخالي
MUSCAT AND OMAN
YEMEN
الجمهورية اليمنية
RED SEA
GULF OF ADEN
خليج عدن
SOCOTRA
SCALE OF MILES
0 20 40 60 80 100



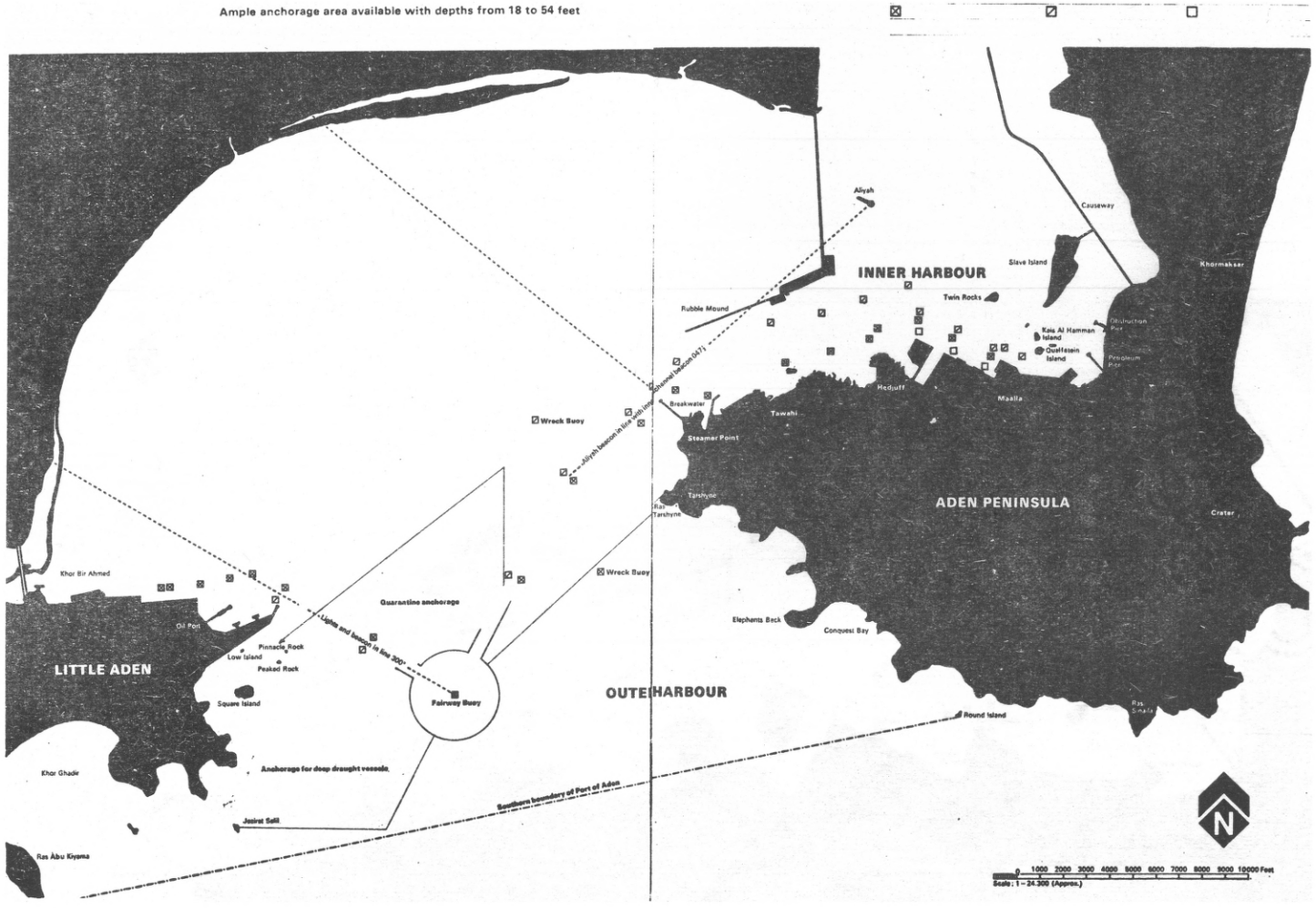
		Miles
AHWAR	MUKALLA	190
MUKALLA	TARIM	148
ASH-SHUHAR	AL-SHIHR	15
TARIM	SHIBAM	151
MUKALLA	SHABWAH	180
SHABWAH	ATAQ	62
THAMUD	QABR-HUD-TARIM	132
THAMUD	HABARUT	248
ASH-SHUHAR	QISHN	152
ATAQ	HAWRAH	158
AL QATN	MUKALLA	143
GHAYDAH	SANAW	182
TOTAL MILAGE		1761

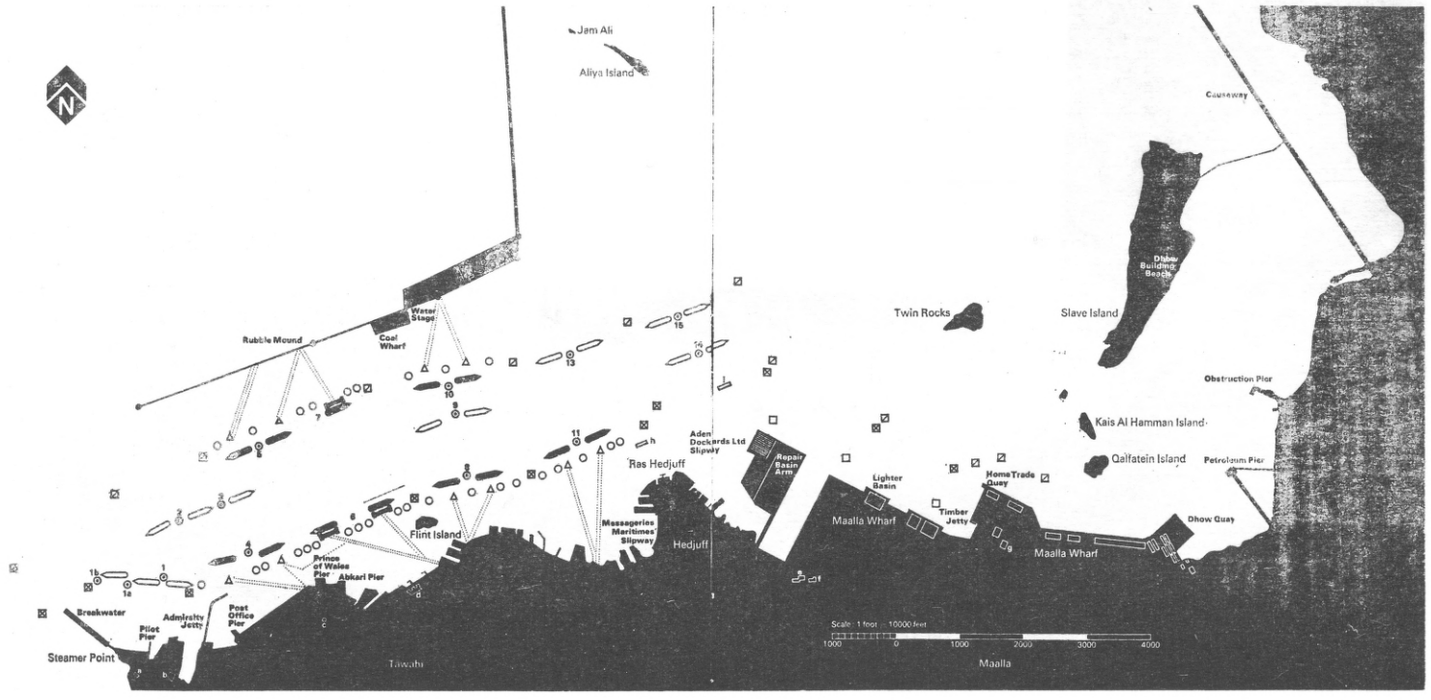
DRAWN BY K M ISMAIL

PROPOSED ROADS SECTOR 4, 5, & 6	مشروع شبكة الطرق في القطاع الشرقي
P. R. O. SOUTHERN YEMEN	جمهورية اليمن الجنوبية الشعبية
MINISTRY OF WORKS & COMMUNICATIONS	وزارة الاشغال والمواصلات

طريق المكلا - احور	المسافه بالاميال التقريبيه
" الشحر - تريم	١٩٠
" تريم - شبام	١٤٨
" المكلا - شبوه	١٥١
" شبوه - عتق	١٨٠
" عتق - قبر هود	٦٢
" قبر هود - تريم	١٣٢
" " - حبروت	٢٤٨
" الشحر - قشن	١٥٢
" عتق - حوره	١٥٨
" القطن - المكلا	١٤٣
" الغيضه - سناو	١٨٢
المجموع	١٧٦١

Ample anchorage area available with depths from 18 to 54 feet




Jam Ali
Aliya Island
Causeway
Dhiher Building Beach
Twin Rocks
Slave Island
Rubble Mound
Water Stage
Coal Wharf
Obstruction Pier
Kais Al Hamman Island
Aden Dockards Ltd Slipway
Repair Basin Arm
Ras Hedjuff
Qalfatein Island
Petroleum Pier
Lighter Basin
Home Trade Quay
Timber Jetty
Maalla Wharf
Dhow Quay
Flint Island
Messageries Maritimes Slipway
Hedjuff
Maalla Wharf
Prince of Wales Pier
Abkari Pier
Breakwater
Admiralty Jetty
Post Office Pier
Pilot Pier
Steamer Point
Tawahi
Maalla
Scale: 1 foot = 10000 feet
1000 0 1000 2000 3000 4000